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MILLSBORO-SOUTH AREA CONCEPTUAL ALTERNATIVES



17

113

US 113 North / South Study

Conceptual Alternatives :

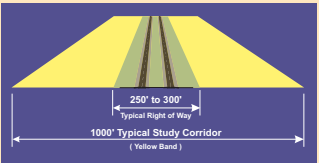
First: Along Existing US 113 “On Alignment”

Then: If “On Alignment” Alternative Impacts are too severe-consider “Off Alignment” Corridors

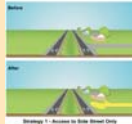


Alternatives NOT Along US 113 “Off Alignment” Corridors

- Corridors=Yellow Bands=1,000”wide
- New Roadway Right-Of-Way= 250’-300’
- For those “Off Alignment” Corridors selected for further study, roadway alignments would be refined “within the 1000’ corridor”

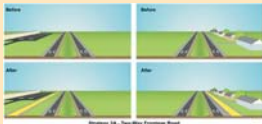


Tool Box Strategies for Improvement Concepts Along US 113, “On-Alignment”



Strategy 1 – Access to Side Road Only

- Where parcels front on a roadway other than US 113, provide access only to that side (or rear) road
- Depending on the location, the side road may either cross over limited-access US 113 or end in a cul-de-sac.



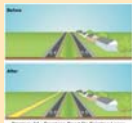
Strategy 2A – Two-Way Frontage Road

- Where there is sufficient room between existing US 113 and adjacent buildings/parking, build a two-way frontage road next to existing US 113.
- Provide all property access to the frontage road rather than US 113.
- Access to the frontage road may be from side roads, ramps to and from limited-access US 113, or bridges over the highway.



Strategy 2B – One-Way Frontage Roads

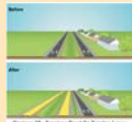
- Where there is sufficient room between existing US 113 and adjacent buildings/parking, build a one-way frontage road along each side of existing US 113.
- Provide all property access to the frontage roads rather than US 113.
- Access to the frontage road may be from side roads, ramps to and from limited-access US 113, or bridges over the highway.
- Because this option can result in longer trips to access parcels along the highway, it will be considered only where other options appear to be not feasible.



Strategy 3A – Frontage Road On Existing Lanes

- Where there is not sufficient room between existing US 113 and adjacent buildings/parking, convert the northbound lanes into a two-way frontage road.
- Change the southbound lanes to the northbound lanes.
- Build new southbound lanes.
- This strategy works where there is substantial open space on the opposite side of the properties in question.

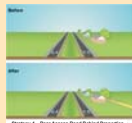
* - Direction of travel is illustrative; this will work in the opposite direction as well.



Strategy 3B – Frontage Road On Existing Lanes

- Where there is not sufficient room between existing US 113 and adjacent buildings/parking, convert the northbound lanes into a two-way frontage road.
- Build new limited access northbound US 113 lanes in the existing US 113 median.
- Build new limited access southbound US 113 lanes to the west of the new northbound US 113 lanes.
- Purchase access / development rights on properties adjacent to new limited access southbound US 113 lanes.
- Although this strategy is more expensive than 3A, it works better when there is NOT substantial open space on the opposite side of the properties in question.

* - Direction of travel is illustrative; this will work in the opposite direction as well.



Strategy 4 – “Rear Access” Road Behind Properties

- Build a new two-way road behind existing properties (“rear access” road)
- Provide all property access to the “rear access” road rather than US 113
- Access to the “rear access” road may be from side roads, ramps to and from limited-access US 113, or bridges over the highway



Strategy 5 – “Internal Access” Road Through Properties

- Build a new two-way “internal access” road through properties to tie into side roads.
- Provide all property access to the “internal access” road rather than US 113.
- This strategy generally applies only to commercial properties.

Strategy 6 – Acquisition

- If it is not prudent and feasible to manage access by using one of the preceding strategies, purchasing property is a potential option.
- To respect property rights, other access strategies will be examined for every property before acquisition is considered.